

OCTOBER 2021

THE NATIONAL

Falcon NEWS

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



ON THE COVER

This group of Falcons had arrived and was ready for start of the 2021 Nationals in July 2021. This beautiful assortment of Falcons in many colors, models, and years sits outside the Irving Diner as their owners catch up with old and new friends on the inside of the Diner. Everyone was ready to meet up with other Falcon Club members after a year off due to the pandemic. Texas welcomed us all with open arms and the Heart of Texas Chapter did a terrific job hosting this National Meet. We will continue to feature some of the cars in attendance and photos of the events in the upcoming issues.

Assuming you have received the print issue that includes some new articles and some of the "BEST OF" from the last three month's on-line issues, this version has a few more pictures and coverage than the print version.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

To access the online magazine, technical articles, and membership directory, use password FCA1979!

NEXT QUARTERLY PRINT EDITION: JANUARY 2022

IMPORTANT MEMBERSHIP INFORMATION

Now that the magazine will be delivered digitally and in print, it is essential that we have current email and mailing information for you. The link on the website at falconclub.com which is password protected gives you access to the online magazine. Be sure to use ALL EIGHT CHARACTERS of the password. For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—contact Denise at membership@falconclub.com. To place a classified ad, email Janet at editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.

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Jim Guthrie
FCA President

Plans for the 2022 National Meet have been finalized. You will find all the information in this issue on pages 4–5 and on our website at Falconclub.com including hotel and registration details. The Meet is set for the third weekend in July, the fourteenth through the sixteenth. The location is Kingsport, Tennessee. Reservations are open at the MeadowView Conference Resort & Convention Center. When making reservations, be sure to mention the Falcon Club of America.

A big thank you to Steve Springer, Russ Welty, Teri Anticevich and Marisa Anticevich for forming a National Meet Committee and contracting for this event. More help is needed and you should contact Steve Springer if you wish to volunteer.

Northeast Chapter just completed their annual regional meet at Warwick, Rhode Island. Fifty cars were registered for the event. Mid America Chapter just finished their annual All Ford Show at Olathe Ford in Olathe, Kansas on September 11. The theme honored the fallen from 9-11-2001.

October 1 and 2 is when the Founder's Chapter hosts their Fall Regional Meet in Hot Springs, Arkansas. I hope to see you there.

Our club is looking for a Webmaster and Internet Director. If you have an interest in either position, please call me or email me.

Summer is quickly fading. The sun comes up later each day and departs earlier each evening. Now would be a good time to check out your lights, wipers, etc. in order to have a safe Fall driving season.

October has many car activities to attend, before cooler weather prevails, signaling the car season's end for many of us. Whatever your plans may be, be safe and healthy. Oh...and remember to bring along a youngster.

Safe travels,

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469

P. S. Please check the Membership Roster on the website and make certain we have your correct phone number, street address and e-mail address.

FALCON POWER STEERING SYSTEM UPGRADE ODYSSEY...

BY LLOYD MARSHMENT

ORIGINALLY PUBLISHED IN
METRO DETROIT FALCON CLUB'S
NEWSLETTER "FALCON EXPRESS"

As the only Canadian member, I believe, of the Metro-Detroit chapter FCA I would like to let the rest of the members know how I have spent my time during this covid-19 pandemic. A couple of years ago I decided that since I was well past 70 years of age I should look at replacing the manual steering system in my Falcon and eventually purchased a power rack and pinion steering system. Out came the original manual system and I started installing the power rack and pinion system. Things were moving along reasonable well as I had some help from another Falcon owner in Sarnia with the installation.

Trouble started when it came time to install the power steering pump. When I installed the 302 V-8 engine in the Falcon I installed an aluminum rad and an electric fan mounted on the rad but to make the fan fit I had to install the short nosed Ford racing water pump. To make the power steering pump fit took a bit of modification to the mounting hardware but the end result was the pump mounted in line with the pulleys that would drive it.



During the installation of the rack and pinion system I decided to get rid of the old original steering system as I would never need it again. Famous last words! Anyway, got the system in and discovered that driving backwards was no problem but going forward the front wheels would splay outward. After many trips to local front end shops to try to align the front wheels with no success and after the upper control arms alignment fine thread bolts were ruined by repeated attempts to align the front wheels I replaced the upper control arms and spring perches. I reached out to Wally Peterson asking him to contact club members who might have had anything to do with these rack and pinion systems and received a reply from Gene Johnson who explained to me how the tie rods had to be aligned in relation to the lower control arms. He also explained how he had worked with this system for a couple of years and eventually installed his original system back in his 1963 Falcon. By April 2020 I had followed Gene's advice and had got the front alignment done so that I was now back on the road able to drive the Falcon with the new steering system in it. As in Michigan, there were no car shows, cruise nights, etc. in Ontario and with lock downs in different communities in Ontario, Sarnia being one such community, I put as many miles as I could on the Falcon during the old car driving season. During this driving season I discovered issues with this system that I was not happy with and remembered Gene's comments about why he had reverted back to his original system. I called Gene and talked to him about my issues and said that I was going to try to find steering parts to return my Falcon's steering back to original. He mentioned that both Gord Leslie and Alan Aniol had converted both their 1964 Falcons to Mustang II steering and maybe they might have the parts that I needed. I called Alan and he had and agreed to sell the steering box, pitman arm, and steering column to me. He had sold his centre link and tie rod ends to Jerry Richards so I then called Jerry to ask if he would sell me the centre link.

Jerry finally agreed and we settled on a price and due to the border being closed to non-essential traffic both Alan and Jerry had to ship these parts to me instead of me driving over the bridge and picking them up myself. I ordered the inner and outer tie rod ends and when all parts had arrived I started removing the rack and pinion system and to install the original system. By the time I was removing the rack and pinion system and installing the original system Ontario (this past January) was in a lock down phase with this covid pandemic so that we were not allowed to have anyone in our home other than Karen and I so I was working in the garage by myself.

Being 77 years of age I walked in the morning (was allowed through the pandemic) and after lunch would go out to the garage and work on the Falcon. By the spring I had all the parts installed and took the Falcon off the rack and drove it down to the cul-de-sac at the end of our street and even though a car was parked part way around the cul-de-sac I had lots of room left over getting around it in the Falcon so I then drove it around the block a couple of times and the car steered and turned and no parts fell off so I figured this was a successful rebuild.

Next came a trip to the front end shop to check my installation and set the toe-in. Nothing was wrong with my installation of these parts and the toe-in was not far out. Only thing left to do now is straighten out the steering wheel and clean the car and we will be on the road again with no car shows or cruise nights on the horizon.

I have been married to Karen since 1968 and have owned the Falcon since 1987 so Karen has been with me through all the time I have owned and worked on the Falcon. After this winter with working on the Falcon alone, especially getting the steering box in place, she figures that she could teach a university course on bad language required to repair and modify an old car. She figures that she has heard them all!

With the border still being closed to non-essential traffic and I don't expect it to open any time soon, I will be unable to enjoy any club activities for the time being. Get those old cars out and enjoy driving them and stay safe.

–Lloyd Marshment (FCA #7115)
Sarnia, Ontario, Canada

MASSACHUSETTS TO TEXAS IN A 1963 FALCON RANCHERO

BY ROBERT WALTON



As a longtime NASCAR fan, I couldn't resist jumping off I-81 for a photo op at Bristol Motor Speedway.

After returning from my first Falcon Club of America National Meet in Irving, Texas, a friend of mine recently suggested that my personal motto should be, "Always driven, never trailered." He said that because my 58-year-old Falcon Ranchero had just taken me through twelve states from Massachusetts to Texas and back. He was also aware that my 1968 convertible (not a Falcon) and I have visited 35 states and one Canadian province covering close to 55,000 miles in the process. But I've owned that car



In this photo entering Virginia one can see the can with two gallons of emergency gas, one of two fire extinguishers I carry when traveling, a semi-secure storage box and the small sign in the rear window indicating the year, make and model of the Ranchero. Most people under 60 years old don't know what a Falcon Ranchero is. Having all the identifying emblems shaved off only adds to the confusion. A frequent comment is, "I know it's not an El Camino, but I don't know what it is."

for 24 years, and I've owned the Ranchero for only three years, and half of that time was during Covid-19 restrictions.

When I purchased the truck, it looked OK, I quickly realized that almost everything underneath the Ranchero needed repair or replacement. So, after getting the mechanicals "sorted out" as the British say, the first chance I got I jumped in it and traveled 3,790 miles in the little pick-up truck to participate in this gathering of Falcons. I thought I'd share with you some of my impressions of our trip.

We live in a HUGE, beautiful country. While traveling the Interstate highway system sometimes can be boring, driving I-81 through 325 miles of Virginia and I-40 for 507 miles of Tennessee is not. The scenery is spectacular wherever you look. The



Southbound at the Arkansas/Texas border in Texarkana we had already covered 1,684 miles. Sharp eyes may spot the 1950's style "Mass Cruisers" club plaque beneath the Massachusetts license plate.

Blue Ridge Mountains of Virginia and the Great Smokies of Tennessee are breathtaking. And if you've never driven over the Mississippi River you might put it on your bucket list.

In Irving, seeing so many Falcons in one place simultaneously was awesome and the people were great. The cars (and trucks) represented all years and body styles of Ford's fabulous compact, even one body style (retractable) that Ford never made! The vehicles in attendance also represented all levels of conditions from "Diamonds in the Rough" to totally correct restorations, race cars, customs, hot rods, and everything in between. There is a definite vibe of inclusion in the Falcon Club. This was a low stress, fun event with "People's Choice" judging.

I'd like to offer my sincere thanks to the folks from the Heart of Texas Chapter for all the work that went into hosting this celebration of all things Falcon.

I am so happy that I made the trip to Texas for this event. If you have never attended an FCA Regional or National Meet you may want to consider doing so. To paraphrase an old song sung by Nancy Sinatra, "These wheels are made for rolling!"

—Robert Walton (FCA #16848)
Norton, Massachusetts



In the host hotel parking lot, the Ranchero is dwarfed by its much younger and much larger Ford cousin.

For those who enjoy statistics, here are some from this trip.

Number of states traveled.	12
(MA, RI, CT, NY, NJ, PA, MD, WV, VA, TN, AR, TX)	
Google Maps one way door-to-door mileage . .	1,766 miles
Number of overnights southbound.	3
Number of overnights northbound.	4
(repairs delayed trip)	
Number of nights in Irving, TX	4
Total duration of trip	12 days
Number of fuel stops.	30
(fuel tank holds only 10 gallons)	
Number of gallons of fuel consumed.	235
Quarts of oil consumed	1.5
Miles per gallon.	approximately 15
Number of mechanical / electrical issues	2
(tighten bolts connecting exhaust manifold to head pipe and replacement of ignition module and coil)	
Number of smiles and "thumbs up" from other motorists	dozens
Amount of enjoyment?	HUGE!

FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Dollywood. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.

The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the Meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.

Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com, MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card.

Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!



I thought that you might enjoy the attached article which was published online by Hagerty Insurance. It is about a Mustang 289 but could apply to us Falcon types. Personally I do not have an overheating issue but I know they can run in the Falcon family. —Tom Lauppe

HOW TO REMEDY A MUSTANG'S OVERHEATING ISSUE

BY ROB SIEGEL

Hagerty, February 18, 2019

Hagerty Drivers Club member Paul V. Romero writes: "My '67 Mustang with its original 289 V-8 runs hotter than normal during the summer months. I live in Santa Fe, New Mexico, where it doesn't get much above 90 degrees. I have replaced all the seals and hoses, and I've installed a four-core aluminum radiator. I've considered replacing the original fan with a couple of electric fans or putting fans in front of the radiator, but there's not a lot of room. I would like to keep the original look of the engine."

The answer here depends on *how* the car is running hot. If it's hot even while cruising down the highway, it's a water-flow issue. If it's cool while in motion and only hot while idling in traffic, it's an airflow issue.

For the water-flow issue, verify that the thermostat is opening by feeling the lower radiator hose and making sure it's hot when the vehicle is warmed up. Inspect the water pump and look for corroded vanes that aren't moving water efficiently. Power-flush the block by removing the drain plugs at the right front and left rear. Note that there is active debate on Mustang forums on whether the four-core radiator actually cools better. Some folks argue the thicker core impedes airflow. Others say what you really need is the increased radiator volume of the 24-inch big-block radiator. But let's assume for the moment that you're not radiator limited.

For the airflow issue, if your car doesn't have a fan shroud, install one. You could also try updating the mechanical fan. Folks on the Mustang forums seem to like the 17-inch Flex-a-lite fan. If those measures don't help, you might be forced down the electric-fan route. I'm personally not a big, uh, fan of removing an original mechanical fan unless there's no alternative, but electric fans do have the advantage that their speed isn't dependent on engine rpm; they move just as much air at idle.

There are many choices for an electric-puller-fan kit for your car. Some are single fan and some are twin fan. Some have integrated shrouds that bolt directly to the sides of the radiator, but you'd need to check carefully for those that will mount onto your aftermarket radiator and those that will require drilling holes. Other fans have no shroud and instead zip-tie directly to the radiator. These kits use a temperature sensor and a relay to automatically turn the fan on above about 180 degrees. Buy a name-brand fan or fan assembly from a reputable vendor. I'd also advise taking the cubic-feet-per-minute (cfm) ratings of any unbranded fan with a grain of salt. If Spal says its product moves 2000 cfm, believe it. A no-name, Chinese-made fan, not so much.

Be aware that the electrical draw from a big cooling fan is substantial and can stress an old alternator. The rule of thumb is one amp per 100 cfm of airflow, so a 2000 cfm fan can draw 20 amps. At a minimum, make sure the belt isn't glazed. It's not unusual to install a big cooling fan and have the belt squeal due to the additional load on the alternator. Note that many electric fans can be loud, too.

For these reasons, the idea of keeping the mechanical fan and mounting a manually switched auxiliary pusher fan in the nose is appealing. But as you say, in your car, it looks challenging. Spal makes a 10-inch low-profile pusher fan, part no. 30100446, which moves 802 cfm of air. But a front-mounted pusher simply isn't as efficient as a rear-mounted puller, so keep that in mind.

TOGETHER AGAIN

2021 FCA NATIONAL MEET — OUR BANQUET



As the 2021 Falcon Club National Meet came to a close, members gathered in the air-conditioned ballroom for the meal, the awards ceremony, and closing ceremonies. It had been hot in the Texas sun and it was good to be gathered together inside.

Many sat with their fellow chapter members; others chose to sit with friends from another part of the country that they always meet up with at Nationals. Wherever they chose to gather, laughs and stories were told of the current Meet and past ones.

Award winners held their plaques high and beamed with pride. Others may have been a bit disappointed gave gracious tribute to those whose cars were chosen as the "cream of the crop" at this year's Meet.

You may have noticed several of the pictures include individuals wearing overalls, or what at the banquet were referred to as 'Dougies' in memory of their Falcon Club good friend Doug Browning.

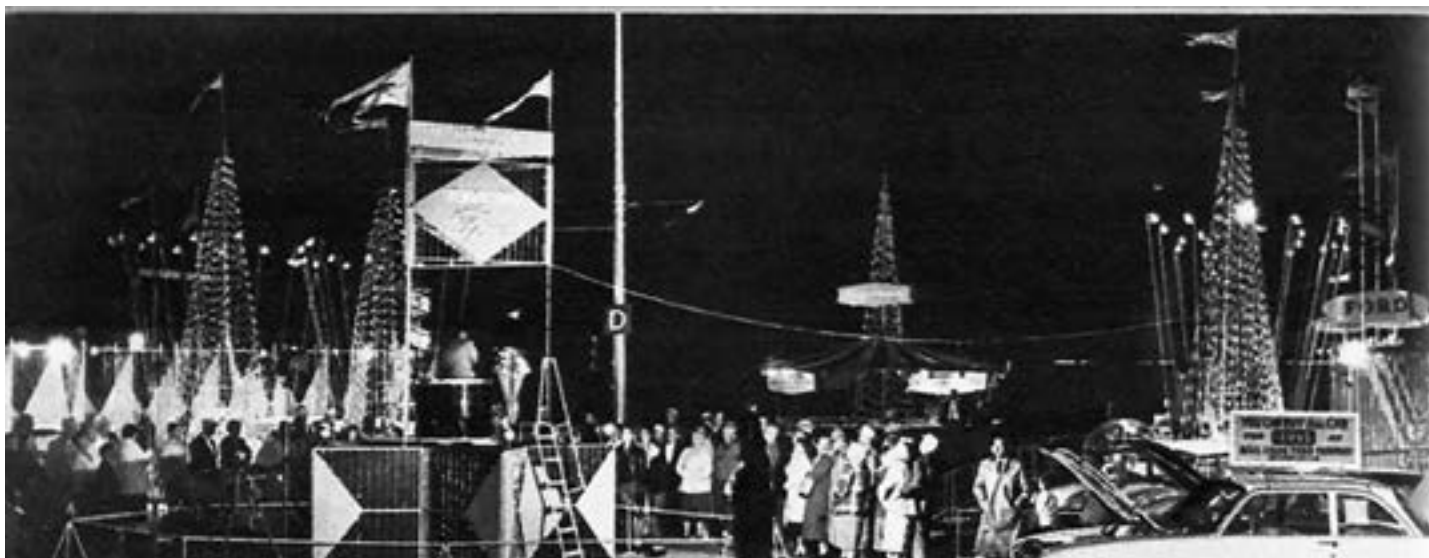
We'd been back together and oh, was it good!





Where were you and what were you doing in the spring and summer of 1960? Did you ever attend one of Ford Motor Company's American Road Shows? This article details what happened at these events and even lists the schedule of where and when you might have attended.

We'd love to hear YOUR story or see some personal photos of one of these. Please send them to editor@falconclub.com. For those of you who had never heard of these events, much less been to one, enjoy this walk into the days of 1960.



1960

American Road Shows on the Move

For the past three months six units of Ford Motor Company's American Road Show have been playing to large crowds at shopping center malls over much of the country.

By July 2, when the schedules end, these units will have been on exhibition at fifty-nine shopping centers in forty-seven cities. During the three years in which the American Road Show has been on tour, nearly 9,000,000 people have visited the exhibits.

This year's group of shows includes "Design for Station Wagon Living," featuring Ford-built wagons displayed with a wide variety of cooking, sleeping, and recreational equipment to be used in conjunction with outdoor living.

"Design for Suburban Living" is a second complete unit which features the full line of Ford-built cars against a colorful background of aids to gracious living in the suburbs.

"Design for Country Living" is a third self-contained unit which features a variety of Ford farm implements amid demonstrations of modern farming techniques and glimpses of what farming of the future may have to offer.

The three remaining units are called, "The Magic World of Ford." Each of these features two trained narrators, among other personnel, who will perform mystifying magic stunts to illustrate Ford product features.

These six units of the American Road Show are traveling in a total of fifteen vans and fifteen Ford Station Wagons. A traveling staff of forty-three persons is supervising the shows and manning the exhibits which, when set up, cover from 7,500 to 12,000 square feet of shopping center space.

Listed on the next page are the cities in which the various units of the American Road Show will appear from approximately the time this issue [May 1960] is published to the July 2 final date. It is suggested that persons in or near these cities who wish to see the shows keep in touch with local newspapers and radio, for exact locations.

1960

Station Wagon Living

Houston, Texas, April 5-16
New Orleans, La., April 21-30
Montgomery, Ala., May 5-14
Atlanta, Ga., May 19-28
Peabody, Mass., June 7-18
Valley Stream, N.Y., June 23-July 2

Suburban Living

San Jose, Calif., April 5-16
San Mateo, Calif., April 21 -30
Seattle, Wash., May 10-21
Denver, Colo., May 31-June 11
Milwaukee, Wisc., June 21-July 2

Country Living

St. Louis, Mo., April 5-16
Indianapolis, Ind., April 21-30
Louisville, Ky., May 5-14
Cincinnati, Ohio, May 19-28
Columbus, Ohio, June 2-11
Buffalo, N.Y., June 16-25

Magic Show No. 1

Dallas, Texas, April 13-16
Tulsa, Okla., April 20 -23
Oklahoma City, Okla., April 27-30
Wichita, Kansas, May 4-7

Joplin, Mo., May 11-14
Kansas City, Mo., May 18-21
Kansas City, Mo., May 25-28
Kansas City, Kan., June 1-4
Omaha, Nebr., June 8-11
Des Moines, Iowa, June 15-18

Magic Show, No. 2

Falls Church, Va., April 20-23
Baltimore, Md., April 27-30
Baltimore, Md., May 4-7
Bala Cynwyd, Pa., May 11-14
Springfield, Pa., May 18-21
Levittown, Pa., May 25-28
West Orange, N.J., June 1-14
Hicksville, N.Y., June 8-11
Paramus, N.J., June 15-18
Yonkers, N.Y., June 22-25

Magic Show, No. 3

Dayton, Ohio, April 20-23
Jennings, Mo., April 27-May 7
Park Forest, Ill., May 11-14
Wilmette, Ill., May 18-21
Evergreen Park, Ill., May 25-28
Chicago Area, June 1-4
Toledo, Ohio, June 8-11
Cleveland, Ohio, June 15-18
Cleveland, Ohio, June 22-25

1960

FAVORITE RECIPES FROM FAMOUS TAVERNS
FROM MAY 1960 "FORD TIMES"



1960

HUEVOS RANCHEROS

MAYFLOWER HOTEL RESTAURANT

1601 N. Shoreline Boulevard, Corpus Christi, Texas

- | | |
|------------------------------------|------------------------------|
| 8 eggs, scrambled or fried | 1/2 cup hot water |
| 1 whole fresh tomato, chopped fine | 1/2 teaspoon salt |
| 2 green onions, chopped fine | 1/2 teaspoon black pepper |
| 3 hot peppers, chopped | 1/4 teaspoon powdered garlic |
| 1/2 cup tomato puree | |

Sauté tomatoes and onions together in hot greased skillet. Add hot peppers and sauté together. Stir in tomato puree and water, adding salt, pepper, and garlic powder. Simmer for 8 minutes. Pour over eggs. Serves 4.

FALCON CLUB OF AMERICA 2021 BUSINESS MEETING

SUBMITTED BY JENNIFER VANANTWERP

The 41st annual Falcon Club of America (FCA) National Business Meeting was held at 2:00 PM July 10th, 2021, in the Grand Ballroom at the Sheraton DFW Airport Hotel in Irving, Texas.

WELCOME

Falcon Club of America President Jim Guthrie welcomed all to the meeting and thanked the Heart of Texas Chapter for hosting. Members gave the Heart of Texas Chapter a round of applause. President Guthrie noted that the Falcon News Magazine would be printed quarterly, which also received a round of applause.

INTRODUCTION OF OFFICERS, CHAPTER ROLL CALL AND RECOGNITION OF MEMBERS

Introduction of Officers

President Guthrie introduced FCA Board members and officers in attendance. Mike Grant, John Howard, Mary Wagner, Richard Harrington and John Saindon were unable to attend.

Chapter Roll Call

President Guthrie asked Russell Welty (on behalf of Mary Wagner, Chapter Coordinator) to have the Regional Directors call the roll of their chapters with members in attendance.

- Mountain Region (Director not present) had the following chapters with members in attendance: Arizona, and Mile-Hi.
- North Central Regional Director, Jack Ellis, introduced the following chapters that had members in attendance: Beef State, Gateway, Lake Michigan, Metro Detroit, Mid-America, and Wheat State.
- North Eastern Region (Director not present) had the following chapters with members in attendance: Hoosier, Keystone, Northeast, Ohio Valley, and Ontario.
- Pacific Region (Director not present) had the following chapters with members in attendance: Central CA, Golden Gate, Sonoma County Falcons For Fun, and Southern CA.
- South Central Regional Director, Mike Sigler, introduced the following chapters that had members in attendance: Founders, Frontier, Gulf States, Southern Coast, Bon Temps, and Music City.

- South Eastern Regional Director, Dave Wagner, introduced the following chapters that had members in attendance: Suncoast, Mason Dixon, Tennessee Valley, Virginia, Southeast, Carolinas, and Star City.
- South Western Regional Director, Todd Gaudin, introduced the following chapters that had members in attendance: Sooner State, Lone Star, Alamo, Third Coast, Capital City, and Heart of Texas.

President Guthrie thanked the Regional Directors for the work they do for the FCA.

President Guthrie recognized members who were attending their first FCA National Meeting, as well as any veterans, medical personnel, and public safety officers in attendance.

President Guthrie asked for a moment of silence to honor members of the Armed Services and FCA members that we have lost this past year (including Arnie Morgeson, Toots Clements, Elmer & Edna Mae Hunter, and Doug Browning).

APPROVAL OF MINUTES

President Guthrie called the meeting to order and asked for a motion to accept the minutes of the 2019 FCA Business Meeting (*Note: no 2020 in-person meeting due to Covid-19*).

On motion of Chuck Beason, seconded by Steve Springer, the minutes of the 2019 FCA National Business Meeting were approved as printed in *The National Falcon News*. The motion passed unanimously.

REPORTS

Treasurer's Report

At the request of President Guthrie, FCA Treasurer Jerry Nordboe gave the following banking summary for the period ending 6/2021: Ending balance \$11,367.47 (*Note: a detailed Treasurer's Report will be included in the online magazine.*)

Audit Committee Report

At the request of President Guthrie, Steven Hammond reported for the Audit Committee. Steven worked with Colleen Ellis and Barry Fischer on the audit, and noted that the FCA financial status is in good standing with no discrepancies, and all expenses were for the best interests of the Club.

Club Store Report

At the request of President Guthrie, Bonnie Stringer reported on the activities of the FCA club store. The store was well prepared in advance of the 2020 meeting, so inventory carried forward to the 2021 event. Store now includes new materials and styles of shirts, and belt buckles. License plates have been requested and will soon be available in the online store. Any suggestions for future items can be sent to falconclub@aol.com.

Magazine Editor's Report

At the request of President Guthrie, FCA Magazine Editor Janet Wilkerson gave the following report:

She thanks everyone for reading the magazine and sending in content and pictures for articles. The quarterly magazine will be different from the monthly digital version, but some content will be pulled from the monthly publications. Janet is always looking for member submissions for the magazine, so please send any pictures and rough draft information to editor@falconclub.com, and she can finalize details for the article.

Website Report

At the request of President Guthrie, Wally Tirado gave an update on website activities. After seven years as Internet Director, Wally will be stepping down along with the Webmaster once suitable replacements have been found. Both have been volunteer positions, but many responsibilities have been added including integration with the online store, tech articles, digital magazine, updating all content, and managing social media.

If interested in the Internet Director or Webmaster positions or if you have recommendations for suitable candidates, please contact President Guthrie at guthriejasr@gmail.com.

OLD BUSINESS

President Guthrie thanked Wally Tirado and Mike Grant for their efforts as Internet Director and Webmaster, and reiterated the importance of filling those roles along with an open position for Pacific Regional Director.

NEW BUSINESS

Bylaws Changes – Several proposed bylaws changes:

Proposal #1: Proposed changes to sections 4.5 and 4.7 would make the President the Chairman of the Board and Vice President a member of the Board, both with voting rights. Steve Springer asked about what would happen with tied votes, and President Guthrie confirmed that a tied vote would result in an issue being tabled until it could be voted on again. Chuck Beam commented that the President has never had an opportunity to vote, but that the bylaws were changed several years ago resulting in the President no longer being able to chair a meeting. Ralph Garcia and Steve Springer expressed concern over the President and Vice President's abilities to maintain neutrality when presenting issues to the Board. Mark Sword II noted that per the bylaws, only one active member from each chapter may serve as Board member at any given time, so the President and Vice President would need to follow the same rules.

Bonnie Stringer made a motion to vote on Proposal #1, and Bill Poole seconded the motion. With 80 voting in favor of the proposed changes and 5 voting against, the motion passed.

Proposal #2: Proposed changes to section 5.5 would require active FCA membership in order to participate in awards competition, voting, meetings, and awards banquet. President Guthrie and Rick Bowes noted that they have received complaints from members who were upset about non-members taking up rooms in the hotel block, or winning awards that they felt should be for members only. President Guthrie added that implementation details would be worked out in the next year through workgroups, and the intent of the change is to protect the value of your membership. Several members (Jeff Schira, Mark Sword II, Josh Falcon) felt there were not enough details to vote on the proposed change, and voiced concerns regarding complications of implementation. Others (Wally Tirado, Derral Hubbard) were opposed to the change, as they believe it will create barriers to event participation and additional burden on the chapter that is financially responsible for the event. Multiple members (Shaun Small, George Von Lange, Teri Anticevich, Blake Philpot, Ralph Garcia) suggested offering different prices for members versus non-members.

Ron Brown made a motion to close the discussion on Proposal #2, and Bonnie Stringer seconded the motion. Wally Tirado made a motion to vote on Proposal #2, and Ricky McClendon seconded the motion. With 62 voting in favor of the proposed changes and 26 voting against, the motion passed.

Proposal #3: Proposed changes to section 5.6 would specify mandatory awards with individual class winners in each sub class. Wally Tirado voiced opposition to this proposal, as he feels it doesn't allow for changes based on local demographics and it would cause a financial burden for the host chapter. Jeff Schira shared that all awards have to be purchased ahead of time even though you don't know how many vehicles will show up for each class at an event, and he believes a permanent change to the bylaws is unwarranted. Warren Crow inquired about penalties for not following the proposed revisions, and it was confirmed that the host chapter could go to the Board of Directors prior to the event with suggested changes for the Board to approve. Mark Sword II commented that awarding a "best of" for each class would get out of hand, and Derral Hubbard added that the event should be focused on the people and trophies should be secondary.

Jeff Schira made a motion to close the discussion on Proposal #3, and Ricky McClendon seconded the motion. Steve Hammond made a motion to vote on Proposal #3, and John Kechter seconded the motion. With 50 voting in favor of the proposed changes and 35 voting against, the motion did not pass. *(Note: changes to bylaws require a two-thirds majority vote)*

Election of Officers and Board Member(s)

Nominations opened for the office of FCA President. Jack Ellis nominated Jim Guthrie, seconded by Bonnie Stringer. The membership was asked three times for additional nominations. None were given. Ron Brown made a motion to elect by acclamation, seconded by Mark Sword II. Jim Guthrie was elected President of the FCA for 2021–2022 by acclamation.

Nominations opened for the office of FCA Vice President. Bonnie Stringer nominated Rick Bowes, seconded by Steve Springer. The membership was asked three times for additional nominations. None were given. Ricky McClendon made a motion to elect by acclamation, seconded by Steve Hammond. Rick Bowes was elected Vice President of the FCA for 2021-2022 by acclamation.

President Guthrie advised that there were two positions on the FCA Board of Directors that were up for election: a five (5) year term, and a four (4) year term. Richard Harrington and Mike Sigler were thanked for their years of service on the FCA Board.

President Guthrie asked for nominations for the four (4) year term on the Board of Directors. Phil Warren nominated Danny Barnhouse, seconded by Chris Sword. Pam Dinzebach nominated Mark Sword II, seconded by Ricky McClendon. The membership voted, and Danny Barnhouse was elected for a four (4) year term on the Board of Directors. His term will begin September 1, 2021.

President Guthrie asked for nominations for the five (5) year term on the Board of Directors. Phil Warren nominated Billy Pope, seconded by Jack Ellis. The membership was asked three times for additional nominations. None were given. Billy Pope was elected by acclamation for a five (5) year term on the Board of Directors and his term will begin September 1, 2021.

2022 National Meeting

Steve Springer updated the members on the 2022 FCA National Meeting (location to be determined) to be held during the third weekend of July 2022. Stay tuned to the falconclub.com website for additional details.

Adjournment

There being no further business, the FCA Annual Business Meeting was adjourned at 4:15 PM.

1970 Falcon

THE ROOMY,
MANEUVERABLE
COMPACT

The Falcon models introduced at the beginning of 1970 were basically the same as the 1969 editions. They were produced for six months, when strangely a “new” Falcon model was introduced based on the Fairlane 500. These last Falcons are referred to as 1970½ Falcons due to their mid year introduction.

Usually these low price and upkeep figures mean a small passenger capacity, but Falcon had a surprisingly roomy passenger compartment seating six adults, while maintaining its modest outside dimensions. Falcon also had a strong body construction, generous soundproofing, and a smooth, comfortable ride not expected from a car of its size.

The '70 Falcons came in six models including two wagons. Their prices were among the lowest in the compact field, offered big-car ideas galore. You could economize . . . and not give up a thing. You got so much inside room with such compact outside dimensions. So much big-car ride with such easy, small-car handling. So much getup-and-go with such easy-to-take gas mileage. And so much style and comfort for such a compact-sized price.



Falcon Futura four-door sedan gives roominess and economy at low price.

The '70 Falcon's two series were the base Falcon with a two-door club coupe, four-door sedan, and four-door station wagon; and the more luxurious Futura with a two-door club coupe, four-door sedan, and four-door station wagon. Seats were deep padded and big car width; there were front armrests with ashtrays, courtesy lighting, and reversible keys with "keyless" locking.

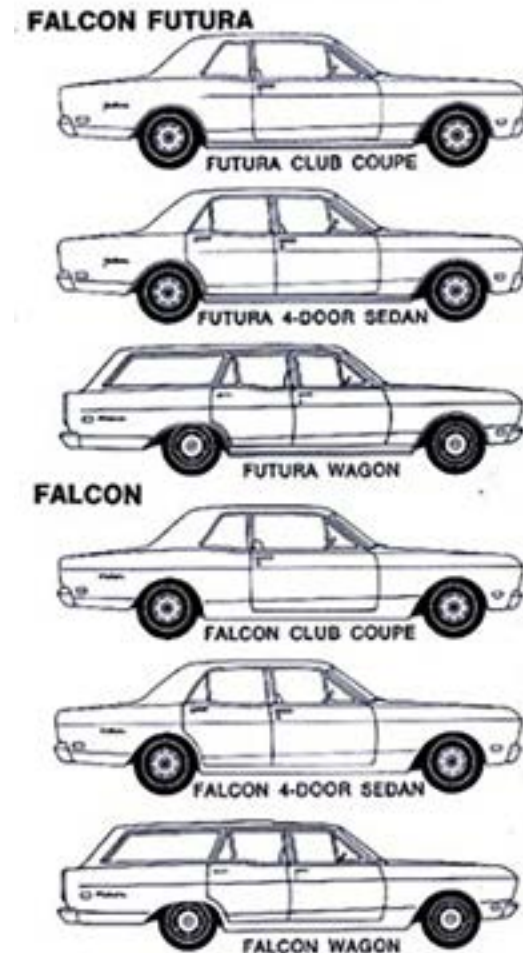
Attractive vinyl upholstery and interior trim, and bright exterior finishes, were offered in a generous choice of colors. There was a well-designed instrument panel with all instruments grouped directly in front of the driver. Controls for the heater, optional air conditioning, and the ignition switch was lit when the parking lights or headlights were turned on.

The standard engine was the peppy 200 CID six cylinder engine that would run smoothly on seven main bearings and delivered 120 hp. A high performing 302 CID V-8 rated at 220 hp was optional on all models and both engines ran on regular fuel.

The standard three-speed manual transmission is synchronized in all forward gears and can be shifted while in motion without clashing. An optional Cruise-O-Matic SelectShift transmission permits the driver to choose fully automatic operation or to shift the gears manually.

Falcon's list of options included power steering, Selectaire air conditioning (except wagon models powered by the 200 CID engine), tinted windshield and window glass, AM radio, and outside left hand mirror with remote control.

In the Falcon station wagon line there were two models—the Falcon and Falcon Futura. They were offered with the 200 cubic-inch Six 120 hp standard, and a 220 hp 302 CID V-8 was available at extra cost.



The roomy Falcon Futura station wagon gives you plenty of cargo space plus smooth ride.

MOUNTAIN REGION

REGIONAL DIRECTOR

Kent Whisenand, Jr.
1400 Holden Ct., Erie, CO 80516
720-480-4910
kw65falcon@gmail.com
Meet quarterly

ARIZONA CHAPTER — PHOENIX

Greg Lyons
8845 Silver Spur Rd.
Flagstaff, AZ 85014
928-527-1056
lpfgreg@yahoo.com
Meet second Saturday except June, July, August
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

MILE-HI CHAPTER

Kent Whisenand
7190 W. 24th Place
Lakewood, CO 80214
720-480-4910
kw65falcon@gmail.com
Meet third Friday monthly, 303-857-9360

NORTH CENTRAL REGION**REGIONAL DIRECTOR**

Jack Ellis
 17860 168th St.
 Basehor, KS 66007
 816-806-1806
 1jandcellis@gmail.com

BEEF STATE CHAPTER

Rodney Gerdes
 807 Elmhurst Dr.
 Papillion, NE 68046
 402-306-2507
 grdd@hotmail.com
 Contact rgerdes4@cox.net for details

GATEWAY CHAPTER — ST. LOUIS, MISSOURI

Karen Albert
 314-596-8773
 kalbert2440@hotmail.com
 Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER

Tom Washburn
 16675 Orchard Valley Dr.
 Gurnee, IL 60031
 847-244-4821
 falcontom@hotmail.com
 Meeting TBA

METRO DETROIT FALCON CLUB CHAPTER

Jerry Richards
 535 Indianwood Rd.
 Lake Orion, MI 48362
 248-770-5697
 richardsgw@aol.com
 Meet bi-monthly at Archie's Restaurant, 30471 Plymouth Rd,
 Livonia, MI. 48150. Meeting on the first Sunday of each month
 starting in February.

MID AMERICA CHAPTER — KANSAS CITY

Mark Killian
 913-782-1222 Cell: 816-898-1846
 markandmarilyn@embargmail.com
 Meet monthly, location and time posted on Facebook page:
 Mid America Chapter Falcon Club of America

RAPTOR CHAPTER

Charles T. Mann
 P. O. Box One,
 Princeton, IL 61356
 815-200-6948
 falcon1965@gmail.com
 Meeting TBA

WHEAT STATE CHAPTER — WICHITA, KANSAS

Steve Preston
 wheatstatefalcons.
 president@gmail.com
 Meet second Saturday, even months

NORTH EASTERN REGION

REGIONAL DIRECTOR

John Howard
3955 Tolbert Rd.,
Trenton, OH 45067
513-312-8799
falconwagon62@yahoo.com

ERIE CANAL CHAPTER — AURORA, NEW YORK

Mike Barren
1310 E Blood Rd.,
Cowlesville, NY 14037
585-652-5985
Meetings TBA

HOOSIER CHAPTER — GREENWOOD, INDIANA

Dan and Jan Brancolini
2112 Wood Stream Dr.,
Avon, IN 46123
317-374-3580
dpbranco@aol.com
Meet first Sunday monthly
Edwards Drive-In, 2126 S. Sherman Dr.,
Indianapolis, 317-418-8301

KEYSTONE CHAPTER CARLISLE, PENNSYLVANIA

Jim Ogram
906 Stargazers Road
Coatesville, PA 19320
Keystone@FalconClub.com
Meeting second Thursday monthly, 7 PM ET online
at <https://join.freeconferencecall.com/kcfca>

NORTHEAST CHAPTER RI, CT, MA, VT, NH, ME

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-823-1059
falconsprint@aol.com
Meet third Saturday monthly
Check website for location and time.

OHIO VALLEY CHAPTER LOVELAND, OHIO

Jerry York
2064 Tulip Rd.
Loveland, OH
513-503-0029
jyork@fuse.net
Meetings TBA

ONTARIO CHAPTER ONTARIO, CANADA

Al Inglis, 44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 2Z7
1-416-580-8234
al.inglis@sympatico.ca
Meetings TBA

PACIFIC REGION

REGIONAL DIRECTOR

CENTRAL CALIFORNIA FALCONS BAKERSFIELD, CALIFORNIA

Marcia Simpson
5304 Southshore Drive
Bakersfield, CA 93312
661-619-0677 / 661-587-8539
marcia.simpson@att.net
Meet first Tuesday of the month.
Call for location.

COLUMBIA RIVER CHAPTER

Allen Shade
157 Aiki Road
Woodland, WA 98674
360-225-7403
falconcomet@cni.net
Meet first Thursday monthly, 7:30 PM, Mar–Nov
Benny's Rod & Custom Pizza Café
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER BAY AREA, CALIFORNIA

Ralph Garcia
Redwood City, CA
650-368-2841 / 650-281-3697
ralphsvacs@gmail.com
Meet second Saturday of odd months

INLAND NORTHWEST CHAPTER ELLENSBURG, WASHINGTON

Scott Zimmerman
1010 Saddlerock Dr.
Ellensburg, WA 98926
509-929-3790
gitanesteel@yahoo.com
Meet second Tuesday of even months

MONTEREY BAY CHAPTER MONTEREY BAY, CALIFORNIA

Taj Dufour
120 Via Vinca
Santa Cruz, CA 98060
831-332-9699
Meet second Saturday even months (Feb., April,
June, Aug., Oct., Dec.). For meeting time and
location, email montereybayfalcons@gmail.com.
Please see Facebook page, Monterey Bay
Falcons, for additional information.

RAINIER FALCONS CHAPTER SEATTLE, WASHINGTON

Roger Moore
5523 South Avon Street
Seattle, WA 98178
206-290-3093
rainierfalcons63@gmail.com
Meetings: third Wednesday; bimonthly
Jan–Nov. Go to rainierfalcons.com for
more information.

RIVER CITY FALCONS SACRAMENTO, CALIFORNIA

Chapter is currently inactive

SONOMA COUNTY FALCONS FOR FUN CHAPTER SANTA ROSA, CALIFORNIA

Paula Johnson
2306 Bellam Court
Santa Rosa, CA 95401
707-799-7795; westcoastfalcons.com
Meet first Thursday monthly; 7 PM;
Round Table Pizza, 2065 Occidental Rd.
Santa Rosa, CA 95401

SOUTHERN CALIFORNIA CHAPTER

Patrick Hall
6331 Marsha Avenue
Simi Valley, CA 93063
805-583-4403
socalfalcons@socalfalcons.com
Meet second Sunday, even numbered months,
Hill Street Cafe, 3301 N. Glenoaks Blvd.
Burbank, CA 91504

SOUTH CENTRAL REGION

REGIONAL DIRECTOR

Mike Sigler
14475 S Big Hill Rd.
Gulfport, MS
228-596-9160
mikesiglerfalcon@gmail.com

BON TEMPS CHAPTER, LOUISIANA

Cary Loupe
18661 Magnolia Estates
Prairieville, LA 70769
225-445-4488
cary_loupe@thenewtrongroup.com

FOUNDERS CHAPTER CABOT, ARKANSAS

Sandy Weir
131 Ballard Road,
Cabot, AR 72023
501-628-2898
sandy.weiir@gmail.com
Meet second Saturday monthly; 501-605-1370

GULF STATES CHAPTER GULFPORT, MISSISSIPPI

Mike Sigler
14475 S. Big Hill Road
Gulfport, MS 39503
228-596-9160
mikesiglerfalcon@gmail.com
Meeting info on Facebook page.

MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart
175 Horntown Road
Gallatin, TN 37066
615-452-0321
Meet monthly. Call for dates and location.

SOUTHERN COAST FALCONS PENSACOLA, FLORIDA

Larry Blum
7801 Nokomis Rd.,
McDavid, FL 32568
850-207-0183
lwblumjr@juno.com
Meetings TBA

SOUTH EASTERN REGION

REGIONAL DIRECTOR

James Baxter
3591 Ritchie Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com

CAROLINAS CHAPTER NORTH CAROLINA

James Baxter
3591 Ritchie Rd.
Lincolnton, NC 28092
704-736-1920
info@baxtersigns.com
Meet monthly. Call 704-736-1920 for dates and locations.

MASON DIXON CHAPTER CAMDEN, DELAWARE

Patrick Varricchio
4 Kilkea Ct.
Nottingham, MD 21236
410-256-2834
steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Bobby Chester
2617 Camp Wahsega Rd.
Dahlonega, GA 30533
706-867-9475
twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Chuck Beason
2855 Armadillo Trail
Titusville, FL 32780
321-383-1955
crbeason@cfl.rr.com
Meet monthly. Call for details.

STAR CITY CHAPTER VIRGINIA

Lynn Wilkerson
237 Foxfire
Cloverdale, VA 24077
540-793-4442
vwilkerson888@aol.com
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER

Lewis Capehart
170 Westbrook Circle
Cleveland, TN 37312
423-716-5647
falconbuff@charter.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER MIDLOTHIAN, VIRGINIA

Lee Harrison
21481 Rocky Ford Road
Jetersville, VA 23083
72vmier@gmail.com
804-561-0495
Meet second Sunday of March, June, September, December.
See website for locations.

SOUTH WESTERN REGION

REGIONAL DIRECTOR

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, Texas 77433
281-467-4607
toddgaudin@yahoo.com

ALAMO CHAPTER SAN ANTONIO, TEXAS

Kevin and Georgia Hicks
325 Sollock, Devine, Texas 78016
830-708-9293
georgia.hicks@sbcglobal.net
Call or e-mail Kevin for location.

CAPITAL CITY CHAPTER AUSTIN, TEXAS

Steve Springer
6600 Rotan Dr
Austin, Texas 78749
512-633-5125
scspringer65@gmail.com
Meet third Saturday monthly; time and location vary.
Contact garybrubaker@hotmail.com or call for details.

HEART OF TEXAS CHAPTER DALLAS/FORT WORTH

Ryan Murphy
307 W. Locust
Whitewright, TX 75491
940-300-3788
ryan_murphy_1981@yahoo.com
Meet second Saturdays, even months only.

LONE STAR CHAPTER NORTH/EAST TEXAS

Sam Broadway
903-715-2597
Meet third Saturday of even months
at a place to be determined.

SOONER STATE CHAPTER OKLAHOMA CITY, OK

Jordan Mixon
405-420-3181
jordanmixon@hotmail.com
Meet third Saturday monthly.
Call for information.

THIRD COAST CHAPTER HOUSTON, TEXAS

Todd Gaudin
19611 E. Paloma Lago Ct.
Cypress, TX 77433
281-467-4607
toddgaudin@yahoo.com
Meet third Saturday of even months.

BOARD OF DIRECTORS

Billy Pope (5)
2725 Purple Sage Trail
Ft. Worth, TX 76179
817-439-1106
Billyshotrodshop1@gmail

Danny Barnhouse (4)
155 Fulkerson Rd.
Zanesville, OH 43701
740-586-3426
dbarnhd@yahoo.com

Jordan Mixon (3)
1107 Liveoak Drive
Edmond, OK 73034
405-420-3181
jordanmixon@hotmail.com

John Saindon (2)
8215 E 39th Street S.
Derby, KS 67037
316-992-5002
Johnrnsignco@aol.com

Cris Bowes (1)
245 S. Main Street
Coventry, RI 02816
401-823-1059
cbricris@aol.com

(x) denotes remaining years on the Board

PRESIDENT

James R. Guthrie
27306 E. Outer Belt Rd.
Greenwood, MO 64034
816-288-7469
guthriejasr@gmail.com

VICE PRESIDENT

Rick Bowes
245 S. Main St.,
Coventry, RI 02816
401-529 8840
falconsprint@aol.com

RECORDING SECRETARY

Jen VanAntwerp
6527 S. Crossbow Pl.
Chandler, AZ 85249
520-485-8876
rancherojen@gmail.com

TREASURER

Jerry Nordboe
986 County Rd. Q
North Bend, NE 68649
402-690-0652
treasurer@falconclub.com

AUDITORS

Barry Fischer
Colleen Ellis
Steve Hammond

**NATIONAL FALCON
NEWS EDITOR**

Janet Wilkerson
22806 Bradford Ln. Ct.
Blue Springs, MO 64015
editor@falconclub.com

CLUB STORE MANAGERS

Mary Biehl / Bonnie Stringer
322 Jeff Davis
Waveland, MS 39576
clubstore@falconclub.com

MEMBERSHIP SECRETARY

Denise Sword
5432 Courtyard Dr.
Gonzales, LA 70737
501-804-9700
membership@falconclub.com
Please use email or snail mail.

INTERNET DIRECTOR

Wally Tirado
7101 Sharps Dr.
Plano, TX 75025
214-215-7485
admin@falconclub.com

WEBMASTER

Mike Grant
9917 NE 156th Ave.
Vancouver, WA 98682
360-241-6995

CHAPTER COORDINATOR

Mary Wagner
7111 Wolftever Landing
Harrison, TN 37341
423-243-3525
marywag@epbfi.com

HEAD TECH ADVISOR

Bruce Wolfe
10206 Jonestown Rd.
Grantville, PA 17028-8232
717-469-7252
afutura@verizon.net

SOCIAL MEDIA DIRECTOR

Dee Bowes
423-519-3117
mail@falconclub.com

1960

Bonnie Stringer
322 Jeff Davis, Waveland, MS
39576
228-493-2029
FalconClub@aol.com

1961

John Leverance
W318 S6658 Schnitzler Rd
Mukwonago, WI 53149
414-840-8229
Leverance5@aol.com

1962

Joe Tatti
2140 Falmouth Terrace
Burlington, Ontario L7P 1X9
905-335-2834
jnc21@outlook.com

1963

Jim Simmons
389 CR 214
Eureka Springs, Arkansas
479-981-4445
jim@modestojim.net

Vic Falcone
3102 East Old State Road
Schenectady, NY 12303
518-355-7756
vfalcon64@aol.com

1964

Jerry Kratz
216 Highland Ave
North Wales, PA 19454
215-699-2456
kpauto@aol.com

CONVERTIBLE

James Cole
P.O. Box 1858
Dawsonville, GA 30534-0033
404-427-8998
(no email)

HT & SEDAN

Richard E. Alyea
1817 N. Timber Ave.
Bethany, OK 73008-5726
405-789-6592
(no email)

1964/1965 STATION WAGON

Frank Servas
P. O. Box 10
Center Valley, PA 18034
falcon@hypermips.com

1965

Jim Hatcher
8301 W. 92nd Terrace
Overland Park, KS 66212
913-381-5679
(no email)

Steve Springer
6600 Rotan Dr.
Austin, TX 78749
scspringer65@gmail.com

1966

Phil Warren
602 N. Harrison
Springhill, KS 66083
pwwrrn@cebridge.net
913-592-3571

Garry Leanhart
2219 Windy Meadow Drive
Sugar Land, TX 77478
H 281-265-3301
C 832-830-5386
gleanhart1948@gmail.com

1967

Paul Coffey
25308 Arroyo Ct
Caldwell, ID 83607
208-453-9800
paul@modern driveline.com

1968

Leon Grantham
8108 E. 59th St
Kansas City, MO 64129
816-353-3084
(no email)

Bob Karpenko
5478 South County Line Rd
Middleport, NY 114105
716-735-7547
GreedyMite@Hotmail.com

1969

Bill Walter
1615 Maple Grove Ave
Dayton, OH 45414
937-216-4721
falconbill@woh.rr.com

1970/1970½

Merl Hayn
14942 S. Maple Rd.
Argos, IN 46501-9525
574-892-6309
shaynfamil@aol.com

1961-67 ECONOLINE/CLUB WAGON

Richard E. Alyea, 1817 N. Timber Ave
Bethany, OK 73008-5726
405-789-6592
(no email)

TECH EDITOR

Dick Harrington
rharrington2@stny.rr.com

FALCONS FOR SALE

1962 Falcon two-door wagon. Rare two door station wagon body style. 1974 Ford Torino running gear. 250 cu. in. six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster w/new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$14,000. Donna, dlcard55@gmail.com or 207-933-7997. ME. 210809



1965 Falcon Sprint Convertible. Own one of the rarest Falcon models ever made with a production run of just 300; fewer than 40 exist today. This 1965 Falcon Sprint Convertible has been recently restored with new top, interior, paint, tires, shocks, and brakes. The engine is a 302 with GT 40 heads, a mild Lunati cam, aluminum intake, Edelbrock carb, aluminum radiator, and a three-speed on the floor. This car was featured in the September issue of The National Falcon News. Can be driven anywhere, no

need to trailer it. For more information text to David Newton, 801-660-7239, or email amypooski@yahoo.com. It is insured for \$30,500, asking \$29,995. 211015



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210820



1965 Ranchero. 200 six with Tremec five speed transmission. Body and paint in excellent condition. Stainless steel exhaust, new brake lines and wheel cylinders, pertronix ignition. \$15,000. grclark@chartermi.net or 734-904-2952. 211005



1965 Ranchero with four-bbl V8 and C4 auto transmission. It has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request. This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts. \$4,500. SteveWT324@aol.com.



PARTS FOR SALE

Various used parts for 1964-65 Falcon/Ranchero including: re-anodized 1965 grille, \$150; working original AM radio, \$80; bucket seat tracks, \$35 each; original style car jack, \$20. Many other parts, so e-mail or text with needs. Stevewt324@aol.com or 562-773-6255. 210823

Parting '60-'65 Falcons, 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! Steve Averre, Longview, WA. 210918

1965 289 heads, cast #C5AE, dates 5B9, \$250; crankshaft \$150; rods, cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 distributor, cast #C7OF-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man o' War block, part #087180, new never machined, \$2,000. 1973 351C 4BL open chamber heads, cast #D3ZE, fresh, \$800. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket, D0ZA-2882-C, \$100. 351C engine bracket, D0OE-10145-A, \$75. 351C engine bracket, D1AA-2A964-AA, \$125. 351C engine bracket, D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up, \$2,250. 1966 428 short block with CJ rods, cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1968-70 428 CJ/SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 210910

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300. pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit,

part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint and Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 Tail Shaft, \$125. New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1963-65 Falcon/Comet four-speed tunnel, black powder-coated with top plate, \$399. 1963-64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, Gas Cap, \$139. 1963-65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963-65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962-63 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet stainless steel dash pad trim, \$125. 1964-65 Falcon/Comet AAC new gold carpet, front and rear \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with A 1965 Falcon Ranchero Monster truck on it, 20"X17", \$155. 1964-65 Falcon/Comet console bracket (reproduction), \$125. 1963-65 Falcon/Comet Stainless Steel V-8 motor mount heat shields, (reproduction), \$35. 1963-65 Falcon/Comet four-speed shifter tunnel top ring, (reproduction) \$45. 1964-65 Passenger side front fender, \$145. 1964-65 front and rear bumpers, \$165. each. 1964-65 Falcon/Comet console, new reproduction top, all trim, \$899. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500.

Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 210820

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set. 1962-63 hood scoops, good to excellent used condition, \$75-200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 "deluxe" fender spears, (not Futura) three sets, \$95-195 per set. 1962-63 fender top ornaments, restored, \$75-100 per pair. Two 1960-61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete, \$100; 1963 Comet/Falcon convertible top bows plus pump (header bow lathes), \$495. Convertible quarter windows, regulators, trim, hardware, inquire for prices. Convertible "belly pan" set up for bucket seats /console, \$295. 1963-65 convertible bucket seats, need complete restoration, \$600. 1960-65 pedal sets, complete w/bracket and hardware, \$195. 1960-65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight piece set. '63-65 V-8 exhaust manifolds, no cracks \$180 per pair. Five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x 5" and one set 14" x 4.5", \$70 each, a set of five for \$325. Late model ('68-'70) five lug 14" X 5" and 14" X 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" one set of four, \$280. Four-bolt 13" wheels, \$25 each, set of five for \$110. 1960-65 Falcon jacks, restorable, \$100, set of four pieces. '60-65 four-door sedan doors, stripped or complete, no rust, \$100-\$200 each. '60-65 Falcon/Ranchero hoods, over 20 to choose from, \$150-\$350 each; '60-65 Station Wagon tailgate cranks, good used condition, new keys up to NOS,

\$250–\$490. 1964–66 Wagon/Ranchero gas tanks, \$200 each; 1960–62 two-speed electric wiper changeover from vacuum, a set of motor, mount, wiper transmission, linkage, bezels. \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working, \$295. One '66-70 trunk lock complete, nice chrome, all attaching parts with Falcon keys, \$125. '66-67 trunk lid, has a few dings but solid, \$150. '68–70 LR taillight surround, excellent used condition, \$95. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210821

PARTS WANTED

289 Hi Po San Jose built four-speed radiator; top tank is stamped: C4ZE W-MO G2 2-65 3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing, C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 210910

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- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

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UPCOMING EVENTS

October 10–October 2
Fall Regional Meet
Hot Springs, Arkansas
Hosted by The Founder's Chapter

April 1–2, 2022
South Central Regional Show
Biloxi, Mississippi
Hosted by the Gulf States Chapter

July 14–16, 2022
FCA National Meet
Kingsport, Tennessee
Hosted by the Falcon Club of America

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

NOVEMBER 2021

THE NATIONAL *Falcon* NEWS
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



November 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 U.S. ELECTION DAY	3	4	5	6
7	8	9	10	11 VETERANS DAY	12	13
14	15	16	17	18	19	20
21	22	23	24	25 THANKSGIVING DAY	26	27
28	29	30				